



# **Review of Experiences of Gender and Rural Transport Initiative (GRTI) in Sub-Saharan Africa**

# Background to GRTI

- Est. Nov, 1999, as a support programme to Rural Travel and Transport Programme (RTTP), a component of SSATP.
- Funded by Development Grant Facility (DGF) of the World Bank.
- Managed by Steering Committee, with support from regional NGO.
- 16 African countries participated.

# Background to GRTI Cont'd

- Goal of GRTI: to mainstream gender in rural transport policies, programmes and policies.
- Objectives:
  - a) Strengthen capacity of RTTP national programme to incorporate gender issues,
  - b) Improve existing methods and approaches for the design and implementation of gender-responsive RTT projects

# Relevance of GRTI

- Gender determines roles, opportunities, potentials and constraints of males and females,
- Poor transport restricts rural dwellers' access to health, education, and market opportunities particularly for females,
- Rural women perform most transport-related duties in and around the community,
- Most female activities carried out by head loading,
- Women often restricted from use of IMTs,
- Women's specific transport needs must be targeted

# 5 Components of GRTI

- Pilot Projects
- Gender Studies
- Country workshops
- Capacity building/advisory services
- Information dissemination/awareness raising

# Country Participation by Activity

- **Pilot Projects:** Cameroon, Cote D' Ivoire, Guinea, Kenya, Senegal, Tanzania.
- **Studies:** Burkina Faso, Cameroon, Ethiopia, Ghana, Malawi, Nigeria, Senegal, South Africa, Tanzania, Uganda, Zambia and Zimbabwe.
- **Workshops:** Cameroon, Kenya, Madagascar, Malawi, Nigeria, Tanzania, Uganda, Zambia and Zimbabwe.

# Factors Affecting GRTI Implementation

- **Economic Factors:** weak National economies/narrow government revenue base,
- **Political Factors:** Increased awareness/ stated commitments to promote gender; low level of actual accomplishment; mostly male decision-makers.

# Factors Affecting GRTI Cont'd

- **Social factors:** Low literacy rates, high poverty levels; low health status with high prevalence of HIV/AIDS; social restrictions on women's participation. More rural dev. projects with gender component.
- **Institutional Factors:** RTTP provided good entry point for GRTI; gender focal points in some ministries.

# **GRTI Response to Key Gender Issues**

<b>Poor gender Database</b>	<b>GRTI studies provided specific findings on gender and rural transport</b>
<b>Low gender awareness in transport sector</b>	<b>Regional and country workshops sensitized wide range of stakeholders</b>
<b>Monitoring and Evaluation</b>	<b>Development of M&amp;E guidelines: some experience in their use (i.e. Tanzania and Zambia)</b>
<b>Translate plans to action</b>	<b>Pilot projects experimented with actual interventions for gender equity in rural transport</b>

# General Conclusions from GRTI

- Most preliminary gender assumptions supported
- Scope established for alleviating rural women's transport burden
- Women found to be effective managers of transport
- Diverse variety of relevant stakeholders
- More gender sensitization needed at all levels
- GRTI interventions localized. Need for replication/scaling-up.

# Lessons Learnt from GRTI

- Advantages of flexibility in project design/implementation.
- Accurate/relevant data on gender needed for project dev.
- Importance of participatory approach with actual participation of women
- Need for careful monitoring and evaluation of gender mainstreaming
- Not all workshop participants became gender sensitized
- Locality-specific differences in gender relationships
- Need for better information dissemination

# Good Practices from GRTI

- Carrying out pre-intervention studies (i.e. Cameroon)
- Recognizing locality-specific differences (i.e. Burkina Faso, Ethiopia, Nigeria and Tanzania)
- Locally produced and maintained IMTs (Ghana, Malawi, Guinea, Côte d' Ivoire)
- Gender Disaggregated research findings (Nigeria)
- Workshops promoting gender sensitivity in transport (Madagascar, Malawi, Kenya, Tanzania and Zimbabwe)
- Differentiating long-term from short-term project objectives and activities (Nigeria and Zambia).

# Gaps Identified

- Promote non-transport solutions to transport problems
- Improve transport related services (i.e. credit, repairs)
- Test suitability of other types of IMTs
- Improve M&E indicators
- Provide training in research methodology

# The Way Forward

- Recommendations from participating GRTI countries: Need for expansion and follow-up
- Need for gender-sensitive transport policy
- Specific gender targets set for transport projects
- Go beyond micro-projects to infrastructural development
- Gender awareness expanded
- Promote participatory approaches

# Final Note

- GRTI should not be seen as a completed programme, but rather as the first step in the process of achieving gender equity in the transport sector
- GRTI: the story must not end here



**Thank you for your attention**